

City/County Purchasing
440 S. 8th Street/Suite 200/SW Wing
Lincoln, NE 68508

Request For Proposal
Specification No. 03-239

Addendum and Clarification No. 1

Pre-Proposal Conference
September 9, 2003 at 1:00 PM

The original Request for Proposal for Design Services of *North 14th Street, from Superior Street to Alvo Road*, remains in effect except as revised by the following changes, which shall take precedence over anything to the contrary in the specifications.

The Pre-Proposal Conference was held for the purpose of promoting an understanding of the City's requirements and needs, and to clarify any confusing areas of the request, by allowing offerors to ask questions. The City intends to make an award to a responsive and responsible firm through an open and competitive procurement process; one that will satisfy all the requirements in the most economical manner. Acknowledgment of this Addendum shall be made by his/her signature affixed hereto, and attached to the submittals.

The Pre-Proposal Conference was opened by Kent Evans, Project Selection Committee Chair. Other City/County employees in attendance were, Thomas Shafer, Design and Construction Manager, Engineering Services, Vince Mejer, Mary Matson, Nick McElvain, Dennis Bartels, Chuck Wahl, Devin Biesecker, Dennis Bartels, Scott Cockrill, Randy Hoskins, and Scott Opfer..

The following firms had representatives present at the Pre-Proposal Conference: HDR, HWS, Olsson Associates, Associated Engineers, The Schemmer Associates, Kirkham-Michael, Wilson & Company, EA Engineering, HGM, Mactec, Spence-Lewis Engineers and Leo A Daly.

The format for this addenda will detail questions asked, answers given and clarifications and statements made.
Q=Question, R=Response, C=Clarification and S=Statement.

The conference was opened for questions and comments. Additional questions received after conference are also covered in this addendum.

- S: Any further questions must be submitted in writing no later than NOON on Monday September 15 to the Project Selection Committee Chair, Kent Evans at fax number 402/441-6576 or email kevans@ci.lincoln.ne.us and cc to Mary Matson at fax number 402/441-6513 or email mmatson@ci.lincoln.ne.us
- S: All addendums are posted on the City of Lincoln's website at www.ci.lincoln.ne.us/city/finance/purch/index.htm
- S: Additional evaluation criteria will include public involvement process.
- Q: Is Federal Funding involved in this project?
R: No
- Q: Is a landscape architect needed for this project?
R: No
- Q: Is geotechnical assistance required for this project?
R: This is to be decided by the firm as to what is appropriate.
- Q: Clarify the submittal requirements regarding the 8-pages.
R: Cover letter with 4 pages, double-sided. Plain white paper, black ink and stapled in upper left corner for ease of reviewing.
- Q: Section 16.1 Insurance, is this to be submitted with proposal?
R: Only the successful firm will be required to submit.
- Q: Clarify section 10.4.4 and 11.1.3 regarding comparison of similar projects.
R: Provide a list of four (4) similar projects including names, address, telephone number of the project manager. Provide information regarding the qualifications and experience of the firm and project team relating to those projects in relationship to the City's project.
- Q: Is this project in the City limits?
R: If this project goes into Lancaster County then we will have to work with the County and obtain permits.
- Q: Is the survey work completed on this?
R: No, it will be part of this contract.
- Q: Since this is a cost proposal, is inspection work to be included in the fee?
R: No, inspection is an option. Do not include with the fees.
- Q: Is there any access restrictions for driveways in the area?
R: The Consultant to investigate methods of eliminating access to 14th Street.

Q: Are there any raised medians?
R: In general, there will be a 28 foot raised median. This may vary at the south end of the project (Superior) and in the vicinity of the bridge over I-80.

Q: Has the City thought about reducing access points?
R: Yes, the City is always interested in limiting access points where feasible, through frontage roads or any other means practical.

Q: What level of Environmental Documentation is required?
R: No formal NEPA process is required, but will need to look at using the NDOR's doorstep process.

Q: Are any intersections to be signaled?
R: Signals on this project should be designed to the extent that all underground work can be installed with this project. The only signal that will be fully installed with this project would be a rebuild of the Superior Street signal if the intersections improved. Other locations for future signals would be at Fletcher (south of the bridge), Humphrey and Alvo.

Q: Are right of way services required?
R: Firm is expected to provide legal descriptions and right of way drawings only.

Q: What is the design speed on this?
R: Design for 50 MPH based on an expected speed limit of 45 MPH.

Q: Is there any agreements with Walgreens?
R: To the best of our knowledge, Walgreens will have a right turn in, right turn out only access at the location of their current driveway. Access will also be provided from the Walgreens site to the relocated park entrance. A right turn lane will be provided for the existing Walgreens driveway. The official agreement language will take precedence.

Q: Please comment on bike trails for the area.
R: The trail will run from Superior to Alvo. At this time, we are anticipating it being on the west side, though that will need to be verified with both Parks and Rec, as well as where NDOR is showing it on the bridge that they are designing. There will also be a connection of the 14th Street trail with a trail to the east near the Fletcher alignment.

Q: Please clarify the requirements of Section 4.1.9 Emergency Services.
R: Signal pre-emption and emergency vehicle access during construction..

S: The bridge over I-80 is expected to be on the same alignment as the existing bridge. This will need to be verified and any changes coordinated with NDOR. The City is willing to consider moving the street off of the existing centerline if a viable design can show a good reason to do so. Otherwise the City prefers to stay centered on the centerline. NDOR is designing the bridge and this project will need to meet the NDOR set grades for the bridge. The bridge will be 4-lanes. The median may be decreased from 28 foot to something less on bridge to save costs.

Q: Is the water main a part of this project.
R: At this time it is not a part of this project. This will be determined by the time the proposal is opened.

Q: Has the waterline profile and alignment been approved north of I-80 for developer?
R: No

S: Intersection Design required for major intersections are:

- 14th and Superior Project limits will be south of Superior on 14th Street
- Fletcher and 14th - 3% Platform
- Fletcher and Alvo

Q: Are signals required for this project?

R: Traffic interconnect will be required on this project. Set up the major intersection for future signals. Run signal and fiber conduit along the length of the project.

Q: What are the LES plans for the power poles on 14th?

R: The 115,000 volt transmission line along, and crossing N. 14th Street was recently relocated; it is beyond 60 feet from the center line of the existing roadway; LES does not anticipate additional relocation of this line if there are no grade changes. The 12,000 volt distribution lines along the east side of N. 14th Street will be relocated as required by the street project. LES will coordinate the electrical facilities with the street, water main, and bike trail design.

Q: Will the Consultant be required to prepare any presentations, either verbal or graphic, for a formal public hearing at a City Council meeting.

R: No, the Consultant will not be required to prepare any presentations, either verbal or graphic, for a formal public hearing at a City Council meeting.

ACKNOWLEDGMENT The signature below acknowledges receipt of this addendum and shall attach this Addendum to the original proposal.

Signature

Company

Date